Section 151.22.028
AA - Airport Airspace District

A. Purpose. An Airport Airspace (AA) district, to be superimposed over existing zoning districts, is established for the purposes of regulating and restricting the height of structures and objects of natural growth, and otherwise regulating the use of property in the vicinity of public airports and heliports designated on the Official Zoning Map by creating airport approach, transitional, horizontal and conical zones, and establishing the boundaries thereof. It is hereby found that the creation or establishment of an airport hazard is a public nuisance and that it is necessary in the interest of the public health, safety, convenience and welfare that the creation or establishment of airport hazards be prevented, so as to not endanger the lives and property of airport users and of occupants and owners of property in the airport's vicinity.

B. Establishment of Zones and Height Limitations

1. Airport Zones. In order to carry out the provisions of this article, there are hereby established certain zones which include all of the area under the approach, transitional, horizontal and conical surfaces defined hereinafter and shown on the Official Zoning Map. An area located in more than one of the following zones is considered to be in the zone with the more restrictive height limitation. The various zones are defined as follows:

   a. Utility Runway Visual Approach Zone. The inner edge of this approach zone coincides with the width of the primary surface and is 250 feet wide. The approach zone expands outward uniformly to a width of 1,250 feet to a horizontal distance of 5,000 feet form the primary surface. Its centerline is the continuation of the centerline of the runway.

   b. Utility Runway Non-precision Instrument Approach Zone. The inner edge of this approach coincides with the width of the primary surface and is 500 feet wide. The approach zone expands outward uniformly to a width of 2,000 feet at a horizontal distance 5,000 feet from the primary surface. Its centerline is the continuation of the centerline of the runway.

   c. Runway Other Than Utility Visual Approach Zone. The inner edge of this approach zone coincides with the width of the primary surface and is 500 feet wide. The approach zone expands outward uniformly to a width of 1,500 feet at a horizontal distance of 5,000 feet from the primary surface. Its centerline is the continuation of the centerline of the runway.

   d. Runway Other Than Utility with a Visibility Minimum Greater Than Three-Fourths Mile Non-precision Instrument Approach Zone. The inner edge of this approach zone coincides with the width of the primary surface and is 500 feet wide. The approach zone expands outward

uniformly to a width of 3,500 feet at a horizontal distance of 10,000 feet from the primary surface. Its centerline is the continuation of the centerline of the runway.

e. Runway Other Than Utility with a Visibility Minimum as Low as Three-Fourths Mile Non-precision Instrument Approach Zone. The inner edge of this approach zone coincides with the width of the primary surface and is 1,000 feet wide. The approach zone expands outward uniformly to a width of 4,000 feet at a horizontal distance of 10,000 feet from the primary surface. Its centerline is the continuation of the centerline of the runway.

f. Precision Instruments Runway Approach Zone and Military Runway Approach Zone. The inner edge of this approach zone coincides with the width of the primary surface and is 1,000 feet wide. The approach zone expands outward uniformly to a width of 16,000 feet at a horizontal distance of 50,000 feet from the primary surface. Its centerline is the continuation of the centerline of the runway.

g. Heliport Approach Zone. The inner edge of this approach zone coincides with the width of the primary surface. The approach zone expands outward uniformly to a width of 500 feet at a horizontal distance of 4,000 feet from the primary surface.

h. Transitional Zones. The transitional zones are the areas beneath the transitional surface.

i. Heliport Transitional Zones. These zones extend outward from the sides of the primary surface and the heliport approach zones a horizontal distance of 250 feet from the primary surface centerline and the heliport approach zone centerline.

j. Horizontal Zone. The horizontal zone is established by swinging arcs of 5,000 feet radii for all runways designated utility or visual, or arcs of 10,000 feet radii for all other runways from the center of each end of the primary surface of each runway and connecting the adjacent arcs by drawing lines tangent to those arcs. The radius of the arcs shall be the same for each end of the runway and shall be the longest determined for either end. The horizontal zone does not include the approach and transitional zones.

k. Conical Zone. The conical zone is established as the area that commences at the periphery of the horizontal zone and extends outward a horizontal distance of 4,000 feet.

C. Height Limitations. Except as otherwise provided in this article, no structure shall be erected, altered, or maintained, and no tree shall be allowed to grow in any zone created by this Article to a height in excess of the applicable height limit herein established for such zone. The height limitations for each zone are as follows:

1. Utility Runway Visual Approach Zone. Slopes 20 feet outward for each foot upward beginning at the end and at the same elevation as the primary surface and extended to a horizontal distance of 5,000 feet along the extended runway centerline.

2. Utility Runway Non-precision Instrument Approach Zone. Slopes 20 feet outward for each foot upward beginning at the end of and at the same elevation as the primary surface and extending to a horizontal distance of five thousand 5,000 feet along the extended runway centerline.

3. Runway Other Than Utility Visual Approach Zone. Slopes 20-feet outward for each foot upward beginning at the end of and at the same elevation as the primary surface and extending to a horizontal distance of 5,000 feet along the extended runway centerline.

4. Runway Other Than Utility with a Visibility Minimum Greater Than Three Fourths Mile Non-precision Instrument Approach Zone. Slopes 34-feet outward for each foot upward beginning at the end of and at the same elevation as the primary surface and extending to a horizontal distance of 10,000 feet along the extended runway centerline.

5. Runway Larger Than Utility with a Visibility Minimum as Low as Three-Fourths Non-precision Instrument Approach Zone. Slopes 34-feet outward for each foot upward beginning at the end of and at the same elevation as the primary surface and extending to a horizontal distance of 10,000 feet along the extended runway centerline.

6. Precision Instrument Runway Approach one and Military Runway Approach Zone. Slopes 50-feet outward for each foot upward beginning at the end of and at the same elevation as the primary surface and extending to a horizontal distance of 10,000 feet along the extended runway centerline; thence slopes upward 40-feet horizontally for each foot vertically to an additional horizontal distance of 40,000 feet along the extended runway centerline.

7. Heliport Approach Zone. Slopes 8-feet outward for each foot upward beginning at the end of and at the same elevation as the primary surface and extending to a distance of 4,000 feet along the heliport approach zone centerline.

8. Transitional Zone. Slopes 7-feet outward for each foot upward beginning at the sides of and at the same elevation as the primary surface and the approach surface, and extending to a height of 150 feet above the airport elevation. In addition to the foregoing, there are established height limits sloping 7-feet outward for each foot upward beginning at the sides of and at the same elevation as the approach surface, and extending to where they intersect the conical surface. Where the precision instrument runway approach zone projects beyond the conical zone, there are established height limits sloping 7-feet outward for each foot upward beginning at the sides

of and at the same elevation as the approach surface, and extending a horizontal distance of 5,000 feet measured at 90 degree angles to the extended runway centerline.

9. Heliport Transitional Zone. Slopes 2-feet outward for each foot upward beginning at the sides of and at the same elevation as the primary surface and the heliport approach zone and extending a distance of 250 feet measured horizontally from and at 90 degree angles to the primary surface centerline and heliport approach zones centerline.

10. Horizontal Zone. Established at 150 feet above the airport elevation.

11. Conical Zone. Slopes 20-feet outward for each foot upward beginning at the periphery of the horizontal zone and at 150 feet above the airport elevation and extending to a height of 350 feet above the airport elevation.

D. Use Regulations. The provisions and regulations of the zoning district over which Airport Airspace (AA) Districts are superimposed, if more restrictive, shall prevail. No use shall be made of land underlying the surface boundaries of any zone created by this article in such a manner as to create electrical interference with radio communication of the airport or aircraft; make it difficult for flyers to distinguish between airport lights and others; result in glare in the eyes of flyers using the airport; impair visibility in the vicinity of the airport or otherwise endanger the landing, taking off, or maneuvering of aircraft.

E. Hazard Marking. Any use permit that is granted for property underlying the surface boundaries of any zone created by this article may be so conditioned as to require the owner of the property for which said permit is desired, at the owner's expense, to install, operate, and maintain such markings and lights as may be necessary to indicate to flyers the presence of an airport hazard, where such action is deemed advisable due to the presence of such hazard in order to effectuate the intent of this article.

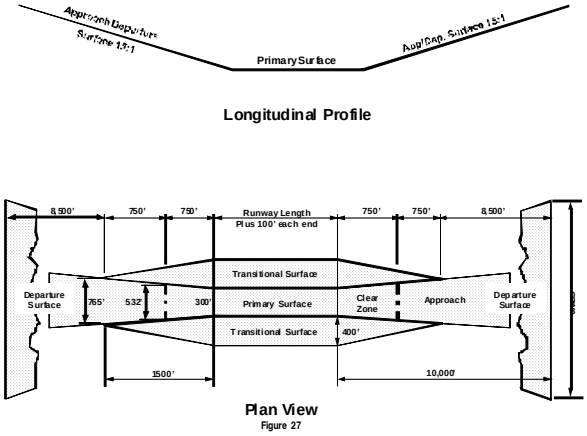

Figure 27

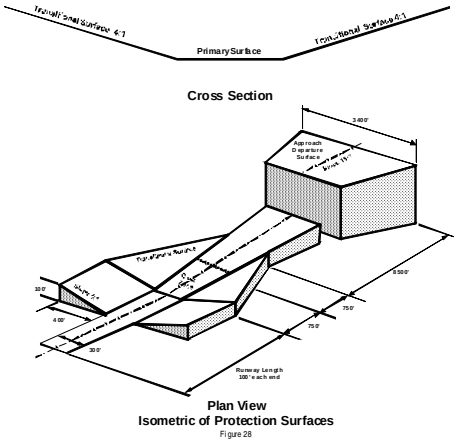

Figure 28